

Morning



Evening

Vol. XXIX.—No. 9101.

PORTLAND, OREGON, WEDNESDAY, DECEMBER 4, 1889.—TWELVE PAGES.

PRICE FIVE CENTS.

SOCIAL -- REMOVAL
RENTAL 32-34-12-13
removed to his SKIDMORE BUILDING, one block
below their former premises.

THEY WILL NOW OCCUPY
N. E. COR. FIRST & B STS.
M. 14 and 26 N. First st., 15 and 16 East 3rd st.

SHINDLER FURNITURE CO.
Portland, Or.

Wholesale Manufacturers
Office, School, Lodge, Furniture,
Office, Office Chairs, Watch
Folding Beds, while Bed-
room Set in one piece. Hotel
Furnishing, a specialty.
Montels, Doors, Inerior
Work made to order from
special designs.

Warehouses, 166 First st.,
through block 200 feet to
167 and 169 Front st.

G. Shindler Furniture Co.,
Portland, Oregon.

Successors to

EUGENE HOEY,

Dealers and Jobbers in Bedding and Lounges, including the Famous
HOEY PATENT SOFA BED.

Dealers in the world to-day. The order is now in for a full line of all kinds
of furniture, especially for the retail trade. Be sure to visit
the house before purchasing.

First Street near Jefferson. — — — — — Portland, Oregon

— — — — — LATEST DESIGNS, FASHIONABLE SUITINGS — — — — —

COLL. "THE TAILOR"

The largest display of the choicest Woolens ever
shown in this city. Domestic, English, French, Scotch
and German Fabrics in endless variety for suits to
measure. One thousand different patterns to select
from. Any and every style of garment cut and fitted to
fit the most fastidious taste.

Samples with instructions for self measurement sent
free. All goods shrank
Perfect fit and satisfaction guaranteed.

For All-Wool Suits to Order from — \$20.00

For All-Wool Pants to Order from — 5.00

and First-Class Cutters and Nons But the Labor Employed

MCC L, "The Tailor,"

1st Street, — — — — — PORTLAND, OREGON

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EW LAMPS JUST RECEIVED

Largest assortment! Lowest Prices!

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153 First and 26 Yamhill.

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THE KANSAS CITY OF OREGON

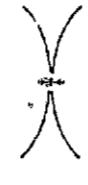
INVEST IN ALBANY REAL ESTATE

BECAUSE IT OFFERS THE BEST INDUCEMENTS TO THE OUTSIDE PURCHASER

BOOK AT THIS.

Albany's population in 1880 was 10,000. In 1885 was 15,000. In 1888 was 20,000. In 1889 was 25,000.

AND BY THE END OF 1890 WILL BE TEN THOUSAND. What will it be in five years hence? No other interior city in Oregon has such a record.



FORUMS ARE FACE

By investments in Kansas City, Minneapolis, Denver, Omaha, Spokane Falls, Tacoma and Seattle.

Investments in Albany will produce like results if you take advantage of the opportunity.

WE OFFER SOME RARE BARGAINS IN BUSINESS, RESIDENCE AND FARM PROPERTY.

CALL ON OR ADDRESS
CURRAN & MONTGOMERY, Real Estate Agents, Albany, Or.

FINANCIAL TRADE

TUESDAY, DEC. 3

MONEY—Clearances, \$3,500 to \$6,000

BONDS—Received and offered to arrive by rail

and telegraph 100 spols bar and wire, \$100

to \$1,000, 2 cent per day, 1 cent per day

for 2 days, 2 cent per day, 1 cent per day

for 3 days, 2 cent per day, 1 cent per day

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for 149 days, 2 cent

The Oregonian.

PORTLAND, WEDNESDAY, DEC. 6,

Fisher's artesian well is down over 600 feet, but no water has been struck yet.

A rock granite was taken from a quarry near Helens Mtn., last week, that is 150 lbs. When cut into slabs for building it will bring \$1000.

China or sacred bark which is obtained in large quantities in the vicinity of Portland is used for medi- cal purposes now worth 5 cents a pound. Few months ago it was worth 80 cents.

The Lexington Budget published the following: W. M. Booth used to think it was drawing in a stronger way than he did, but he would bring \$1000 per barrel. He said it this fall himself, however, and stated just a little short of \$200 per bushel. He says he intends to keep it up.

Happier public school reaches all places of public gatherings as closer by order of the city council on a motion of the council, which is now in effect preventing Happier to be opened at such a time as the council shall deem best for the public health, says the Gazette.

Benett, the wealth's cattle dealer from Elkensburg going to California, to be one of the heaviest and who has herded all over the coast as having mysteriously disappeared, has been proved to have been a clever swindler who left the country because he was getting too near the pastoral hour to be safe.

Work on the line of the Astoria & South Coast road, a progress in a satisfactory manner says the Astorian. About a hundred more men went to work last week, and there are now about 1000 men at work on the road. The driving of piles for the western part of the bridge across Young's Bay is finished, and the bridge work at this side of the bay will begin about the 5th of December.

The completion of the locks at the Cascades and of a boat railway between the Dalles and Echo, says the Times-Miner, however, are absolutely impossible for the development of this country, and we hope the Oregon and Washington delegations will work in harmony on that important question of the removal of obstructions to the water brought up to the Columbia river by the Apache.

A famous sliding suit compression

YONKERS, N. Y., Dec. 3.—The famous sliding suit compression

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YONKERS, N. Y., Dec. 3.—The famous

THE PRESIDENT'S MESSAGE.

The president's message is quite a long document. A great deal of space is taken up with statements that relate to the general and ordinary business of the government. Upon these subjects the reader will not dwell. Attention will be concentrated on those subjects whose treatment will indicate the general policy of the administration.

The president recommends revision of the tariff laws, not only in their administrative features but in their substance. The inequalities of the tariff, he says, should be adjusted; but—and here is the key of the republican party's policy—the protective principle should be maintained for the protection of our farms as well as for our ships.

This is a plain and simple way of stating the facts between the parties. The democratic party would strip the produce of the farms of protection and leave protection to the ships, while the republican party, not forgetting to protect the ships, would protect the farms also.

There is no recommendation for sweeping

repeal of the internal revenue, but it is suggested that removal of the tax upon tobacco "would relieve an important agricultural product from a burden which was imposed only because the revenue from customs duties were insufficient or the public need;" and the suggestion is made, with some apparent hesitation, that removal of the tax on spirits used in the arts would afford a method of reducing the surplus.

The president says he has always been an advocate of the use of the arts in our currency. But he does not think there should be any increase of coinage of this metal on the present system. Free coinage, he thinks, would cause the difference in gold and silver to be taken so out of commercial transactions; that is, silver values would become the basis of business. But we are large producers of silver and must not discontinue it, and conservation is asked for a plan to be stated by the secretary of the treasury. This plan, which has been outlined in the Oregonian's special dispatches from the national capital, will be given in full to the public soon—probably to-day.

The importance of national coast defenses is urged, and a proper word is spoken in behalf of the improvement of rivers and harbors. It is also recommended that construction of modern naval vessels be continued. Much space is given to the foreign policy question. On the subject of persons the president's view is that the nation is honorably disengaged and soldiers and sailors who render indispensable service are now dependent on their own labor for maintenance, and by disease or casualty are incapacitated from earning it, should receive pensions.

The message states: "Upon a great number of other subjects of national importance, these subjects will be under discussion, more or less, during the whole of the long session of congress."

LOCAL RAILWAY BUILDING.

While the great railway systems of the country have brought Oregon into close competition with the products and people of the East, Middle West and Northwest, enlarging its markets and bringing thousands to a realization of its heretofore a unknown resources, there is still much in the way of railroad building that is of importance to the people of the state. Residents of many agricultural sections are still left to the slow process of wagoning their grain and other products—a process that is almost certain to delay the fall plowing, to dig and plant the soil, to disrupt the working districts of the state, and to give up and abandon the products, without "fevers" that the main railway is not sufficiently convenient to make the process of hauling the surplus crops to the station a matter of but a short time. That the people are awaiting to this necessity is evident from the comparative willingness, when once there was a stubborn resistance to granting the right of way through their lands; and in the eagerness of young folk to have a proposed local line come their way.

A few weeks ago, the citizens of Hillboro raised a fine subsidy and granted a valuable depot privilege to the Astoria & South Coast railway, in consideration of extension of a branch from Astoria through the section, rich in timber, coal, fruit and dairy lands through which the proposed route lies; and more recently the miller of a road between Eugene City and Corvallis has been agitated, resulting in a determination to build the line by private enterprise, if the Southern Pacific does not intend to build it.

Oregon interests have languished from the lack of enterprise and character. The state has been unable to compete with the products of the country, and the importation of the same, from the eastern and southern states, has been a serious hindrance to the growth of the state.

The products of Oregon orchards have gone to waste by the ton, mainly because the producing sections have not been supplied with railway facilities, and fruit could be brought long distances by rail and sold more cheaply than farmer could afford to sell it after having hauled it long distances to market, to the neglect of more important, because more profitable work. There is nothing that will remedy the lack of market which has long oppressed Oregon farmers but the building of local railway lines tributary to the main lines that connect the state with all other sections of the country, and any endeavor in this direction on the part of farmers, village, or outside capitalists should meet with prompt encouragement. The Oregonian will note with gratification the success of the enterprise looking to this end, which is in the eastern, southern or middle section of the state, as it seems to the editor, to the agricultural prosperity of the country.

But surely, in a local sense, is all that can be expected in a section that is cut off from the rest. The planer history of the state long ago demonstrated this, and those who, but not content with these simple blessings of such a condition, are naturally found in the ranks of those who for the building of local railways.

OUR NEIGHBORS AND OURSELVES.

A few days ago The Oregonian said:

The growth of a newspaper is a good measure of the growth of the town in which it is published. The two cities directly tributary to the main line, Portland and Albany, are making rapid progress.

The Daily Statesman in the one, and the Daily Herald in the other are showing up in excellent shape.

While The Oregonian's

reprints add this comment:

The prosperity of The Oregonian is true as gospel; but why does not the paper particularly mention Salem and Albany two cities directly tributary to the main line? The Daily Statesman in the one and the Daily Herald in the other are showing up in excellent shape.

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The Daily States

THE OLEMAWA SCHOOL
Affairs of the Governmental Institution—Superintendent Irvin's Successor

SALEM, Dec. 1.—Thanksgiving day was a lively event at Chenaqua, the site of the government Indian school, four miles north of Salem. The authorities at Washington had authorized Superintendent Irvin to expend \$20 extra for the Thanksgiving dinner. There were four turkeys bought to grace the table on that occasion and nothing was left to tell the tale of their disappearance. Two hundred people had come as possible and special guests. The long tables were waited on by the officers and employees, who, from Superintendent Irvin, and including all the teachers, waited on the boys and girls. In the evening, the monthly socials were had, the boys went through military evolutions, after which a social hour was "pleasantly passed."

Superintendent Irvin, has shown energy and executive ability in reorganizing the school and in systematizing its affairs. He has only been in charge since April, but his success is evident in the increase and commanding respect from all who know him or are associated with him. He is rapidly becoming familiar with all his duties and is assisted by a competent and efficient corps of helpers who are in the control of Professor M. G. Lave, who is assisted by three capable female teachers, who are succeeding in interesting the young aborigines in their studies. There are six grades of instruction, and the students are divided, and as many of them, develop capacity which are advanced to the grade they are competent to fit.

Professor Lave taught for eight years in schools, and has been an English teacher in other positions. He has natural tact for teaching, and is successful because he really likes to follow his profession. He says some of the brightest among his pupils are Indians, and that the average Indian in the 300 have white blood in their veins. They excel in geography, many do fairly at simple arithmetic, but few of them succeed in mastering the spelling book with ease. They devote a few hours each day to the study of Indian language, and one in school in the morning and the other in the afternoon. The rest of the day they devote to manual training in the different trades that are taught. The teachers are mostly teachers, and while education of a practical turn goes on in the schoolroom, it is still more practical, no use of instruction is learned in the workshops. There is a blacksmith, carpenter, wagonmaker, and a number of the various crafts household duties, cooking, sewing, dressmaking, and laundry work.

Since August 1, there has been a thorough organizing and systematizing of the various departments, and successfully commanding the respect and approval of all who understand the character and aims as present working of the institution.

The time has come for the institution, as expected in the act of congress establishing the Salem Industrial School of Chenaqua, to be a large household during the academic and ability and be taught practical life. With this in mind, it is the intention to make Chenaqua the Carlisle of the Pacific to increase the attendance to 300 and perhaps 500 pupils, and establish there a larger and more complete system of education, sufficient character and ability. By alternately their labors and studies, as has been stated, a few hours a day being devoted to study and the rest to manual labor, the mind is not overtaxed, and the body is strengthened. The Indians are mostly teachers, and while education of a practical turn goes on in the schoolroom, it is still more practical, no use of instruction is learned in the workshops. There is a blacksmith, carpenter, wagonmaker, and a number of the various crafts household duties, cooking, sewing, dressmaking, and laundry work.

SALEM, Dec. 1.—ORPHANS AT SALEM.

Making the Fairies One Happy on Thanksgiving Day.

SALEM, Dec. 1.—SALEM INDUSTRIAL SCHOOL.

RESOURCES OF ALASKA

Metals, Great Forests, Fish and Furs.

OF THE NATIVES

Financial and Consumption

that should be immediately

done by Congress.

SECRETARY NABELE.

Secretary Nabele, in

his speech, has

given the

people

the right

to the

territory

ARMY OF PENSIONERS.

Nearly Half a Million Persons Receive Government Aid.

NINETY-SEVEN MILLIONS A YEAR

THE SOLDIERS ARE NO FAVORITES—Claims Filed During the Year—Amendments of the Law Recommended.

WASHINGTON, D. C., Dec. 1.—Secretary Nabele, in his annual report on the subject of pensions, says: "The government has assigned to the navy the duty of preventing the harboring of the mouths of rivers, has not been able to give the matter attention for want of transportation and money to defray expenses. Habitual are plentiful, and the attention of the fishermen is beginning to be called to this渔业 as a source of profit.

In conclusion it is recommended that power should be conferred upon the governor to appoint justices of the peace and similar officers; that there should be provision for the extension of the land laws to Alaska; that arrangements should be made for the purchase of wood upon the public lands; that the fisheries should be regulated; that there should be government hospitals for the treatment of chronic and hereditary diseases; that there should be a medical service in Southeastern Alaska, and not less than four marshals each way between Sitka and St. Michael's during the eight months best suited for traveling with possibly a winter mail to the Yukon district overland; that the small steamer before referred to be provided; that a courthouse should be built at Juneau; that a commission be appointed to prepare a code of laws, and that three deputy marshals should be provided for.

He closes by reverting to the need of representation of the territory and its interests in some manner before congress, and suggests that the governor should be permitted to reside in Washington during the session or a part of the session of congress, to represent the territory as its delegate.

EDUCATION.

The education in the territory of Alaska is intrusted to the supervision of the commissioners of education, who has also the management of the finances of the government schools in that land. He has the assistance of the general agent of education and the territorial board of education, which is appointed by the secretary of the interior upon nomination by the commissioner. The former board of three was increased during the past year by the addition of the United States commissioner at Juneau and Mr. William Duncan, the superintendent of the school and colony at Metlakatla, on Annette Island. Thirteen teachers of day schools have been employed and located, one each at Howkan, Klawock, Fort Wrangell, Haines, Kliklana, Kodiak, Afognak, Unga and Douglas, and two each at Sitka and Juneau.

Teachers are set supporting.

The schools are set supporting.

Old ice day of 64

AND SECURE A HOME

PAYMENTS \$1 PER WEEK. NO INTEREST

Every Lot 50x100 feet, and Only \$75 and \$100 Each.

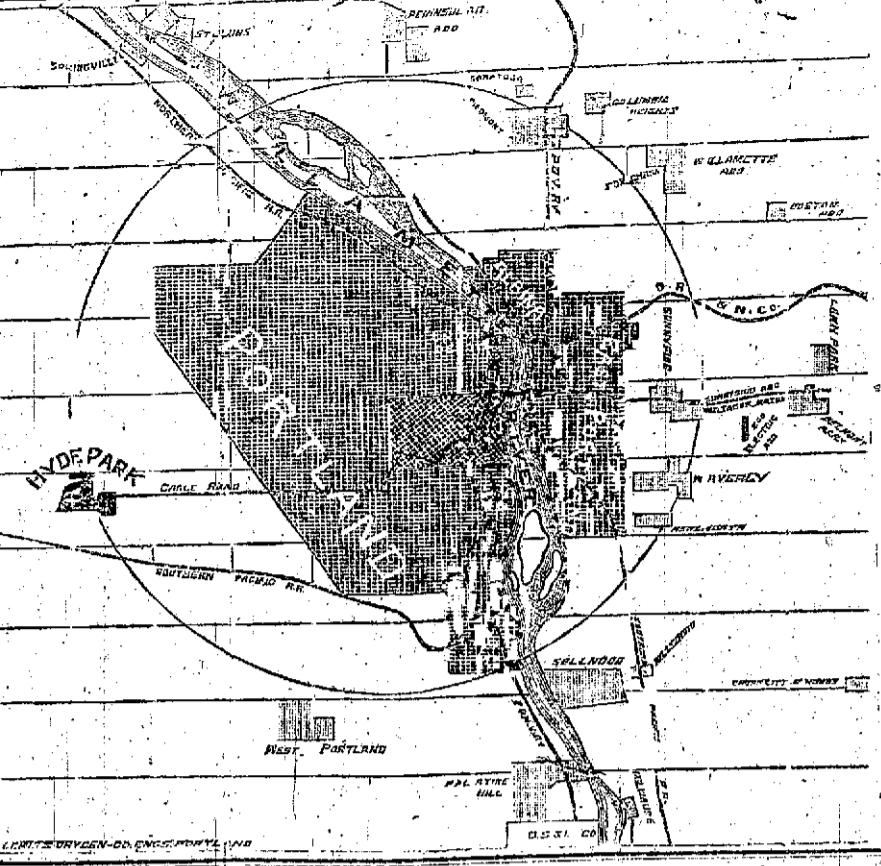
HIGH, DRY AND SIGHTLY. A SOIL COOL, FRESH SPRING WATER.

Two hundred dollars in cash given to each club of seventy-five members. Our first drawing will take place Monday evening at 8 o'clock sharp, at our office, No. 110 Second street.

Telephone No. 627.

CLUNE, REES & CO.

Portland, Oregon.



GOSSIP FROM OLYMPIA.

The Establishment of Harbor Lines in Front of Cities.

A FIGHT FOR THE PRINTING Olympia Confident of Winning the Next Capital Contest.

WASHINGTON NATIONAL GUARD

Colonel Hahn's Bill for its Recognition—Adjutant-General O'Brien's Report—60,000 Men Subt to Military Duty.

COLUMBIA, Dec. 3.—There will be fun when the legislature takes hold of article 10 of the constitution, calling for the appointment of a harbor commission to establish harbor lines in the navigable waters within or in front of the corporate limits of any city or town within a mile thereof.

The proviso which will start the ball rolling will be that portion of section 1 which forbids the legislature to give, sell or lease to any person, corporation or association "any of the air lying before any harbor and that lies within fifty feet of more than one such harbor line" (as the commissioners shall determine) he sold or granted by the state, its right to ten per cent of the same be relinquished, but such area shall be forever reserved for landings, wharves, streets and other conveniences of navigation and commerce.

THE NORTHWEST PACIFIC IS REQUESTED.

A great deal of land in front of Tacoma is affected by this section of the constitution. The Northwest Pacific Railroad Company's large grant is also involved, to say nothing of the claims of individuals.

"Johnson lawyers" who have been informed, give it their oink or that the law will not interfere with the rights of any person, but that therefore that a person or corporation has built a wharf on tide lands without having a greater concern to title, but gives the holder a moral standing, which,沉没, amounts to little or nothing.

The lawyers agree that in the habitation of statehood the state may regulate building and establish a harbor line, beyond which no wharf shall extend and that, according to the constitution, it shall never part with sovereignty but it may have within the fifty and 600 foot-limits.

It is the belief that the Northwest Pacific line is all right, but some claim there is room for doubt. The act of congress gave it a grant to build a railroad from Duluth to navigable water on Muskeg and, not to the first point where it might strike water, but to such a point where its rains and the streams owned by itself or other companies in right connect and give it continuous shipments to merchandise inland.

THE QUESTION.

A Code Commissioner's Bill to be Re-submitted Next Year.

H. J. Savile, of North Yakima, one of the territorial code commissioners, has raised an interesting point which furnishes food for thought. It is on the question of the permanent location of the state capital.

On this question section 1, Article XV., of the constitution says: "In case there shall be no choice of a location at the next election, the legislature shall, at its first regular session after the adoption of this constitution, provide for a meeting the same to the qualified electors of the state at the next succeeding general election on theretofore."

THE CAPITAL QUESTION.

A Code Commissioner's Bill to be Re-submitted Next Year.

H. J. Savile, of North Yakima, one of the territorial code commissioners, has raised an interesting point which furnishes food for thought. It is on the question of the permanent location of the state capital.

The present military force of Washington consists of twelve companies of infantry or two troops of cavalry, exclusive of officers and the field, line and staff officers of the regiment. The first company under the present system was organized in Olympia in 1882. The successful legislature seconded to take no interest whatever in the National Guard, and the company disbanded. Why the legislature of 1882-8 met, the Seattle rifle had not been forgotten, and before the session ended, a rifle, a model identical with the one in Oregon, was passed. It had the same effect here as it had in Oregon. Interest in the militia increased, new companies were formed, of the best material, until now Washington has an excellent nucleus, for a strong military organization.

THE EXPENSES OF THE MILITIA.

Adjutant-General G. O'Brien, of Olympia, has done more for the militia than any man for the advancement of the militia. He has devoted eleven years to the work, for which he has never received compensation, but the boys have graciously rewarded him with a title. They call him "the father of the National Guard." An Oregonian reporter called on Gen. O'Brien at his office in the Woodlark block yesterday and had a talk with him on the military subject.

One of the peculiar features of our law, said the adjutant general, "is that when state troops are called into service they receive only the allowance of a private in the American army—forty-three cents a day."

I do not think that is right.

Men in the ranks, when called out for service should receive at least as much as a common laborer—say \$1 a day, non-commissioned officers \$1 60, subordinate officers \$2, and colonels \$2 60.

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